

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 7052

號六廿月六年元統宣

WEDNESDAY, AUGUST 11, 1909.

三拜禮

號一十月八英港香

\$35 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS.....\$15,000,000
Starling:
Silver.....\$15,000,000
Gold.....\$15,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
H. M. Tomkins, Esq.—Deputy Chairman.
J. W. Bando, Esq.
G. G. Barrett, Esq.
G. S. Gubbay, Esq.
W. Holmes, Esq.
G. R. Lenzmann, Esq.
M. Shalim, Esq.
R. Shewan, Esq.
H. A. Sibley, Esq.
H. A. W. Slade, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 18th May, 1909. [20]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....£1,500,000
RESERVE FUND.....£1,500,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,500,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS for 12 months, 4 per Cent. per Annum.
WM. DICKSON,
Manager.
Hongkong, 5th April, 1909. [21]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....GOLD \$1,500,000
ABOUT MEX \$7,222,222
RESERVE FUND.....GOLD \$1,500,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADENBURY HOUSE, E.O.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, including Money in Current Account at the rate of 2 1/2 per Cent. per Annum on the daily balance and accepts Fixed Deposits at the following rates:
For 12 months 4 1/2 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 3 months 3 1/2 per Cent. per Annum.

No. 9, Queen's Road Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [18]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 6,125,745 (about £500,479).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cherbon, Tegal, Pecalongan, Pascoean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radia (Achen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 2 1/2 per Annum on daily balances.

Fixed Deposits 12 months 4 1/2 per Annum.
Do. 6 do. 4 do.
Do. 3 do. 3 1/2 do.
J. L. VAN HOUTEN,
Agent.
Hongkong, 12th July 1909. [19]

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS....." 15,500,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. CHEFOO.
Kobe. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the Daily Balance.

On fixed deposit:
For 12 months.....4 1/2 per Cent.
" 6 ".....3 1/2 " "
" 3 ".....2 1/2 " "
TAKMO TAKAMISHI,
Manager.
Hongkong, 1st July, 1909. [17]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST ON deposits is allowed at 2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1909. [21]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tientsin Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Frankfurt a/M.
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROYTSCHILD & SONS.
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOHN,
Manager.
Hongkong, 4th December, 1907. [13]

Intimations.

FACTS not opinions.

We do the trade well.

None can beat us.

WHY?

Because the REGAL SHOE is the Shoe that proves.

Because we stock a great variety and sell them at a very low price—\$10.00 per pair.

Call and see our new consignment and you will not hesitate from buying a pair.

Hongkong, 28th July, 1909. [30]

GREY ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 15th August, 1908. [35]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL ON	REMARKS.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLE	BARDINIA	About 11th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	BORNEO	About 13th Aug.	Freight only.
SHANGHAI	DEVANHA	About 19th Aug.	Freight and Passage.
LONDON, &c., via usual Ports	CALEDONIA	Noon, 21st Aug.	See Special Advertisement.

For Further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 9th August, 1909. [14]

Intimations.

LANE, CRAWFORD & CO.

UPHOLSTERY DEPARTMENT.

ARE NOW SHOWING

CHESTERFIELD SETTES.

NEW DESIGNS IN EASY CHAIRS.

OCCASIONAL AND FANCY CHAIRS.

EXCLUSIVE PATTERNS IN CRETONNES.

LOOSE COVERS MADE BY EXPERIENCED MEN.

LANE, CRAWFORD & CO. [30]

"AQUARIUS."

A PURE,
DISTILLED TABLE WATER

Quarts, Pints and Splits.

CALDBECK, MACGREGOR & CO.

Hongkong, 21st July, 1909. [31]

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single

Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,

MANAGER.

Hongkong, 16th July, 1908. [16]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PRAX, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 12th July, 1909. [17]

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,165 Tons, "FATHAN" 2,165 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,995 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 A.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI-SANG" 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Linton" and "Sauti." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 15th AUGUST.

S.S. "SUI-AN"

will depart from the COMPANY'S WINGLOK STREET WHARF at 9 A.M.

Departure from Macao 3 P.M.

Fares: Excursion Rates as usual.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier. [3]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

A. F. DAVIES,

Manager. [56]

GRAND CARLTON HOTEL,

8 & 10, ICE HOUSE ROAD.

Telephone No. 812.

Telegraphic Address—"GRAND" Hongkong.

RENOWNED

For Luxury, Comfort, Quiet, Freshness and Excellent Cuisine.

O. E. OWEN,

Proprietor.

Hongkong, 10th August, 1909. [15]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,

Proprietor.

N. BEUMENTHAL,

Manager.

Telephone, 170.

Telegram, "Astor."

[54]

Mails.

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES.

MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE. FRIDAY, 13th August Daylight. KODAT and SANDAKAN. Beginning of August.

NORDDEUTSCHER LLOYD. MELCHERS & CO., GENERAL AGENTS, HONGKONG & CHINA.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE via SUEZ CANAL. TO and FROM JAPAN via SHANGHAI.

SHANGHAI, KOBE, YOKOHAMA, AUSTRALIAN, 16th Aug., P.M. MARSEILLES, VIA PORTS, 17th Aug., at 1 P.M. SHANGHAI, KOBE, YOKOHAMA, POLYNESIAN, 30th Aug., P.M. MARSEILLES, VIA PORTS, 31st Aug., at 1 P.M.

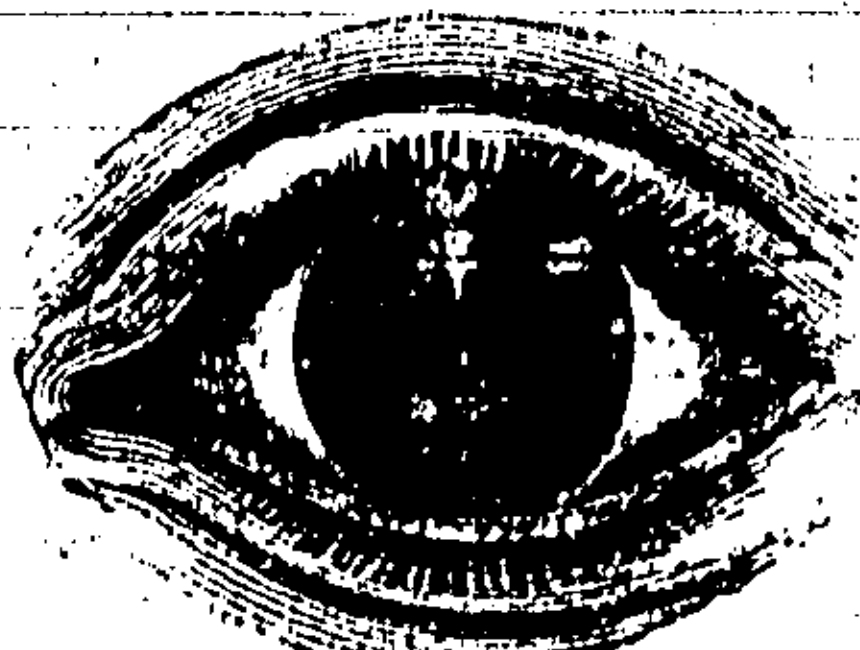
MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAU," 1,900 tons, 14 knots. S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 10 P.M. (Saturdays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.



N. LAZARUS, OPHTHALMIC OPTICIAN, CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right. Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length.....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks... 26 "	Water on Blocks..... 21 1/2 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 876, 806, or 681. Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed. Liebers, Scotts, A. 1, and Watkins.

To Let.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 3rd June, 1909.

IN No. 6, DES VUEUX ROAD CENTRAL, Offices and Godown. In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

No. 9, PEDDER'S HILL, a Commodious Five-roomed Dwelling House with Servants' Quarters, next to the Masonic Club.

DAVID SASSOON & CO., LTD. Hongkong, 6th August, 1909.

HONGKONG & KOWLOON LAND & LOAN CO., LTD. No. 8, Queen's Road West. Hongkong, 9th March, 1909.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET. Apply to— Messrs. JARDINE, MATHESON & Co., Ltd.

Hongkong, 29th May, 1909.

OFFICES, No. 2, CORNAUGHT ROAD, 3rd Floor. No. 3 CLIFTON GARDENS, CONDUIT ROAD. A HOUSE in WONG-NEI-CHONG ROAD. A HOUSE in RIFON TERRACE. OFFICES in YORK BUILDING. GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 155, DES VUEUX ROAD next to the Hongkong Hotel.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st June, 1909.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shawan, Tomes & Co.). Rents low.

THE COMPTON & DEPARTMENT, E. D. Sassoon & Co., Queen's Road Central. Hongkong, 14th February, 1909.

GODOWN No. 5A, DUDDELL STREET. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st June, 1909.

F. BLACKHEAD & Co., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES.

SOLE AGENTS for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SOOTHY WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES. Hongkong, 11th March, 1909.

FOR SALE.

"ADLER" TYPEWRITERS THE PERFECT VISIBLE.

The latest, 1909 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters

Rent out by day or week. REPAIR IS OUR SPECIALTY.

DRAGON CYCLE DEPOT,

38-35, Des Vaux Road, Central, Hongkong.

LOST CITY OF THE SAHARA.

TOWN BUILT OF BURNISHED COPPER. DISCOVERED.

The Egyptian Gazette announced quite recently that an important expedition is to start shortly into the Sahara in search of the City of Burnished Copper, the remains of which are said to exist there, but which has been lost to human sight for many centuries.

The expedition will also visit the Oasis of Siwa, where the great Senussi tribe has one of its headquarters, and will also explore Jarabub, the Mecca of the Senussi, into which as yet no European has penetrated. Interest has been revived in this ancient city by the recital of some Arabs, who not long ago returned from those parts. It was quite by accident that they came upon it. They were endeavouring to smuggle contraband across from Tripoli last winter, but were surrounded by the coastguards. Some of the band got away and rode steadily southwards for three days. They wandered for a long time in the hope of getting on the beaten track again, for their provisions had come to an end.

THE LOST CITY OF COPPER. They had given up all hope, when suddenly they saw on the horizon a glittering mass like a large city, which at first appeared to them to be but the delusive effect of a mirage. On closer acquaintance it turned out to be a real, deserted city, built of burnished copper. They entered it, but the only signs of life were some sand grouse, which they promptly shot. They explored the entire place, and then replenishing their water at one of the excellent wells in the city, they set out on the beaten track again, and returned to Cairo. They naturally told their experiences on arrival and their tale acquired many fantastic features in the telling for there is no more imaginative being than the Arab. Their story naturally got to the ears of the antiquity authorities, who, after making due allowances, came to the decided conclusion that the city seen by these Arabs is identical with the lost City of Copper, the legends of which appear in very ancient manuscripts.

RELICS OF FINE WORKMANSHIP. Proof that the Arabs are not inventing the whole story was afforded by some relics of copper, which they brought back, and which are of very fine workmanship and unique design. Apparently the city is in an excellent state of preservation, due no doubt to the dry Sahara air. The Egyptian Government Antiquities' department is leading every assistance to the expedition, which is being privately financed, and which will be under the leadership of Mr. Dow Covington, who for many years has been engaged in exploring Egyptian antiquities. The expedition will to a certain extent be aided by the Senussi tribe, and it is expected that most interesting and valuable information—apart from antique relics—of this ancient site, which had been completely swallowed up in the wide expanse of the Sahara, will result from this enterprise.

Intimations.

WANTED. A YOUNG LADY ASSISTANT (British) for the Music Department of a Store. Apply by letter to— MUSIC, C/o Hongkong Telegraph.

Hongkong, 7th August, 1909.

LEE YEE

HAIR DRESSING SALOON

HAS ALWAYS ON HAND CIGARS, CIGARETTES AND TOILET REQUISITES FOR SALE.

13, D'AGUIAR STREET, HONGKONG. Hongkong, 2nd September, 1907.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE WEEK DAYS.

7.00 a.m. 7.30 a.m. to 10.00 a.m. ...Every 10 minutes 10.00 a.m. to 11.00 a.m. ...Every 15 minutes 11.00 a.m. to 12.45 p.m. ...Every 15 minutes 12.45 p.m. to 1.45 p.m. ...Every 15 minutes 1.45 p.m. to 2.15 p.m. ...Every 15 minutes 2.15 p.m. to 3.00 p.m. ...Every 15 minutes 3.00 p.m. to 5.00 p.m. ...Every 15 minutes 5.00 p.m. to 8.00 p.m. ...Every 10 minutes

NIGHT CARS. 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS. 8.00 a.m. to 9.00 a.m. ...Every 15 minutes 9.00 a.m. to 10.00 a.m. ...Every 30 minutes 10.00 a.m. to 11.00 a.m. ...Every 15 minutes 11.00 a.m. to 12.00 p.m. ...Every 15 minutes 12.00 Noon to 1.00 p.m. ...Every 10 minutes 1.00 p.m. to 2.00 p.m. ...Every 15 minutes 2.00 p.m. to 3.00 p.m. ...Every 15 minutes 3.00 p.m. to 4.00 p.m. ...Every 15 minutes 4.00 p.m. to 5.00 p.m. ...Every 15 minutes 5.00 p.m. to 6.00 p.m. ...Every 10 minutes

NIGHT CARS as on Week Days.

SATURDAYS. Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 1st April, 1909.

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and a BALL below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and a DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and a BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and a BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen. Waglan. San Ki Wan. Stanley. Sai Kung. Cape Collinson. Sha Tau Kol. Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Light-houses.

F. G. FROST, Director. 11th July, 1907.

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

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PAGNE.
ORANGE CHAMPAGNE.
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PALATABLE
AND
REFRESHING.

Watson's
FRUIT SYRUPS

mixed with aerated or plain water,
make excellent refreshing beverages.

Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED.

HONGKONG AND KOWLOON.

Hongkong, 15th July, 1909.

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee Ho Chong Road,
and should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

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world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-
five cents (for cash only).

BIRTH.

HONG—11th August, at Sheerness, the wife of
Lieut. J. URSKIN HONG, Royal Garrison
Artillery, of a daughter. [587]

DEATH.

On August 4, 1909, at Shanghai, Charles
Leopold Albert Oppenheim-Gerard, of the
Standard Oil Co., aged 39 years.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 11, 1909.

TEACHING OF HYGIENE.

Within recent times the compulsory teach-
ing of hygiene in all the public schools
has been vigorously advocated and even in
the Colonies the teaching of that subject has
been taken up in no perfunctory manner,
while in Hongkong special prizes have been
offered to stimulate the young children in
acquiring an elementary knowledge of the
best means to be adopted in order to
secure healthful surroundings and so avoid
the propagation of preventable diseases.
In a recent communication to the *Full Mail*
Gazette we find it asserted that the ignor-
ance of the real meaning of health was

of course, embraces health of body, mind,
and spirit) is simply appalling. There is
no organized system of teaching it in our
schools; and where it is taught, the teachers
themselves too often are ignorant, and are
by no means the embodiment of the health
they are supposed to be teaching. How,
then, can they possibly carry conviction to
the young mind? It is very little use trying
to teach middle-aged people hygiene; they
have not got into fixed habits, and resent
it, especially if it interferes in any way
with their palates, pleasures, or comforts.
The only hope is to catch the young. Our
much-vaunted public school system—though
belated to the skies—will not really bear
investigation. The successes, of course, we
always hear of, but who hears of the tenfold
number of failures? We are told of the
healthy life that is led, but who says one
word about those practices that are the
curse of our public and other schools,
which, if persisted in, lead inevitably to
ultimate ruin? On this there is a terrible
conspiracy of silence. Yet the proper
teaching of hygiene would deal with all
this as it should be dealt with. To take
the case of the Army and Navy, Mr. J. W. Williams, the writer in question of
the communication to our London contem-
porary, says:—"The men in these services
are supposed to be thoroughly and most
healthily trained; yet the fact remains that,
in spite of gymnasia, sports, etc., consump-
tion is rife in both. Why is this? Simply
because the men have never been properly
taught the laws of health, which, consequen-
tly, are violated continually. Were these
laws understood and obeyed, consumption
would disappear entirely. There is, then, an
imperative necessity for the compulsory teach-
ing of hygiene in all schools; and that would
include knowledge that would help to guard
the young against those special evils to which
they fall a prey; and to combat which head-
masters are at their wits' ends. The greatest
of all curses is ignorance and ignorance of
the laws of health is responsible for the wreck
of thousands of young lives. I have been
told that such teaching makes boys morbid.
That is rubbish. Knowledge should not be
picked up from the gutter, yet most parents
seem perfectly content to allow their
children thus to acquire it. Shame on
them for so flagrant a neglect of a plain
duty! Young people go wrong mainly
from ignorance; for heaven's sake, let
them have a chance of keeping straight.
Health lectures given in the right way,
and with understanding, could be con-
ducive of nothing but good; and after con-
siderable experience of giving them at my
old school, Cranleigh, I can say that the
subject has aroused a deep interest there;
and I have never had more attentive
audiences. Has not the time come to
demand that the teaching of hygiene should
be compulsory, and take premier place on
the school curriculum?"

LOCAL AND GENERAL.

THE Waiwupu intends to request the Throne
to confer decorations on Tang Shao-yi and Li
Sheng-to.

THE Waiwupu has signed an Arbitration
Treaty with the Minister for the Netherlands in
Peking.

THE Ministry of Finance proposes to increase
the duty on foreign opium in order to make up
a deficit in the revenue.

THE Navy Commissioners have consulted with
Viceroy Tuan Fang in regard to establishing a
naval armory at Tientsin.

THE Government has proposed to establish
Customs stations on the Sungari River, but
this proposition has been opposed by the Rus-
sian Minister.

It is stated that the Government has decided
to confer official ranks on artisans who may
have distinguished themselves. It is hoped by
this to stimulate industry in China.

It is stated that Prince Tsai Tse has consulted
with Viceroy Tuan Fang on the advisability of
enforcing the stamp duty first in the Chihli
province, in order to make up for the loss in
duties on native opium.

A LARGE conflagration occurred at Kiukiang
on Friday week, four lighters containing car-
goes of kerosene oil from the Asiatic Petroleum
Co. being destroyed. The flames were visible
at a distance of thirty miles.

FLOODS have occurred at the north Grand
Canal and inundated a score or more of vil-
lages. The inhabitants are making the utmost
efforts to protect other embankments, which
are being threatened by the flood waters.

THE Government has been considering the
amalgamation of the following Ministries:—
The Ministry of Civil Office with the Grand
Secretariat, the Ministry of Rites with the
Ministry of Education, the Peking Gendar-
merie with the Ministry of the Interior and
the Ministry of Agriculture, Industry and
Commerce with the Yuchuanpu.

A few days ago Mr. R. H. Crofton, who is
attached to the Colonial Secretariat, gave a \$10
bill to a coolie to pay a certain account. The
coolie took the \$10 and also a walk, and was
not seen for several days. After a very long
search by the police of the Central district the
coolie was found yesterday. After pleading
guilty to the charge of theft he was awarded
six weeks' hard labour and six hours' stocks, in
the Police Court to-day.

COLONEL L. MARCELLUS POINTER, prominent during
the civil war as staff officer under General Geo.
Wheeler, and of late years a supposedly suc-
cessful railroad promoter, was found dead from
apoplexy on July 10 in a Bowery lodging
house. Among his papers were pawn tickets
for his watch and for several old medals given
him for courageous conduct on the field of
battle.

It is stated that Monseigneur Carlesse, Roman
Catholic Bishop of Hupai East, died on July 24
while travelling on the train from Wuchang to
Taiyuanfu. Monseigneur was nine hours in the
train. He succumbed to heat. The late Bishop
was many years in China. He was a member of
the Order of St. Francis. His death will be
universally regretted.—P. & T. Times.

A TELEGRAM to the *Japan Advertiser* dated
New York, July 30, says that M. Bleriot, the
winner of the *Daily Mail* prize for his suc-
cessful aeroplane flight across the British Channel,
is so elated with his triumph that he has issued
a challenge to the Wright brothers for a race
at the Seattle Exposition for a purse of \$15,000.
The challenge has not yet been accepted, and
in view of the many engagements of the
American aviators in connection with the Fort
Meyer tests, it is doubtful whether they will
accept.

AN unusual "ceremony" has been performed
in the camp of the Devon Militia at Willis-
worthy. The qualification test for marksmen
has recently been made more severe. In con-
sequence of this there are no possessors of
cross-gun badges in the battalion now assem-
bled for their annual training. A grave was
dug and lined with turf, flowers and evergreens,
into which, after a solemn procession from the
Devon lines to the "grave" and a funeral
service, the cross-gun badges which had hith-
erto adorned the tunic sleeves of the marksmen
were "interred." Two or three wreaths were
placed on the grave, and also a cross, bearing
the inscription:—"In loving memory of the
guns of the Devon Militia Battalion, which
were brutally murdered by Mr. Haldane, 1909."

THE British Consul at Nanking (Mr. H. King)
writing on the trade of that district in 1908,
says it is probable that in no place in China
are there to be found at the present time more
signs and indications of the movement in favour
of reform on Western lines than in Nanking,
with its numerous colleges and educational
establishments, its excellent roads, railway en-
terprises, &c., but the old obstacle of a dearth
of funds is blocking the way. Where there is
a genuine probability of intention of putting
through large undertakings or projects, de-
cided preference is shown for dealing direct-
ly with "specially accredited" representatives
in China of the home firms or manufacturers
concerned, rather than through the medium of
foreign (as opposed to "native" or Chinese)
firms acting as agents in Shanghai or else-
where.

THE Shanghai Dock & Engineering Co., Ltd.,
launched on the 4th inst. from their Pootung
Works the new opium hulk *Nanking*, which was
built to the order of Messrs. E. D. Sassoon &
Co. to replace their hulk *Cora* which was sold
some months ago. The launch was most suc-
cessful in every respect. After the vessel took
the water the party adjourned to the build-
ers' office, where Mr. John Prentice
proposed success to the owners, and Mr. Levy
replied for them, proposing
the toast of the builders. The vessel is quite
an acquisition to the hulk fleet on the Huangpu
and reflects great credit on the builders and
surveyors, Messrs. Parker and Robb, under
whose supervision the hulk was constructed.
The hull is of Siemens Martin Mild Steel, 165
ft. long by 35 feet broad, and 11 feet moulded
depth. The house is of wood and consists
on the main deck of a cargo room 135 feet long
by 27 feet wide, and on the second floor of very
spacious and comfortable accommodation for
hulk keeper and crew, with a large verandah all
round.

TERRIBLE COREAN
SUPERSTITION.

MAD MAN FLOGGED TO DEATH.

We take the following from the *Seoul Press*:—
A story is told by a local contemporary
which tells of the blind superstition prevailing
among the Corean masses. A Corean peasant
named Chyong Chanyong, living at Yongnan,
had a brother, who became mentally deranged
some three years ago and has since frequently
caused no little trouble to Chyong and his fam-
ily. Recently there came to the house of the pe-
asant a Corean quack physician, who, being con-
sulted by him, examined the insane brother and
pronounced that he was under the spell
of a certain evil spirit. The physician
further said that in order to cure his malady it
was necessary to drive out the spirit from his
body and this could be done only by prayer
and by the flogging of the afflicted man with
a stick made of peach for five days. The cre-
dulous peasant asked the man of medicine to
undertake the curing of his brother, where-
upon the quack departed, saying that the prayers
must be offered by a priest, and he would
bring one. Now a priest is a sort of sorcerer,
and the profession is exclusively followed
by the blind. A few days after, the quack
doctor came again to the house of Chyong,
accompanied by a blind man named Chou
Kiwon. They then bound the mad brother,
and, while the priest was reciting prayers, the
doctor set himself to the work of beating the
evil spirit of the patient with a stick of peach-
wood. For hours he continued to administer
blows with might and main on the poor man,
needless of his screams. The result was that
at last the mad brother of Chyong expired,
and the matter being reported to the Police
at Yongnan, both the quack doctor and the
blind priest were arrested.

THE ICE CASE.

This morning, in the Supreme Court, the
Chief Justice and Mr. Justice Gompertz pre-
siding, the defence was opened in the case in
which the Hongkong Milling Company, Lim-
ited (now in liquidation), are suing Messrs.
Arnold, Karberg and Company to recover the
sum of \$100,000 for alleged breach of warranty.
Sir Henry Berkeley, K.C., and Mr. M. W.
Slade, instructed by Mr. John Hastings, of
Messrs. Hastings and Hastings, appeared for
the plaintiffs. Mr. Duncan McNeill (of Shang-
hai) and Mr. C. Alabaster, instructed by Mr. H.
W. Looker, of Messrs. Deacon, Looker and
Co., appeared for the defendants.

When the hearing was resumed some argu-
ment arose as to the result of the visit yester-
day afternoon to the Hongkong Ice Company's
works, at East Point, after which Counsel for the
defendants opened his case, addressing the
Court at great length.

During the opening of the case, Mr. McNeill
was interrupted in an argument concerning ice
plants, and canned ice. The argument lasted
for some time, and Mr. McNeill continued,
quoting letters at length, from Messrs. Jardine,
Matheson and Company to Mr. A. H. Rennie
in regard to the contract to be made between
the Hongkong Milling Company and the former
company to supply their surplus ice.

This continued until the Court rose for tiffin.

When the Court resumed, Mr. McNeill con-
tinued his address in the same strain as already
stated, and the case was adjourned until to-
morrow morning.

CANTON DAY BY DAY.

CANTON-HANKOW RAILWAY.

[From Our Own Correspondent.]

Canton, 10th August.
Taotai Kwong, Engineer-in-Chief of the
Kwangtung section of the Canton-Hankow
Railway, having served in that capacity for
nearly three years, has now written to the
Board of Directors of the Company informing
them of his intention to resign from his posi-
tion; owing to the bad feeling created among
the shareholders as a result of the examination
of the Company's accounts. It is doubtful,
however, whether his resignation will be ac-
cepted, as no expert Chinese engineer can be
found to replace him just at present.

CANTON SALT COMMISSIONER.

On the 7th instant, an Imperial Decree was
issued in which, Ting-Nai Yeung, who has
been Acting Salt Commissioner at Canton for
some time, has now been promoted to the post
of Salt Commissioner of the Kwangtung
province.

DELIBERATIVE COUNCIL.

Work has been commenced on the erection
of a building, designed in foreign style, on the
outskirts of the Eastern Gate, for the intended
Canton Deliberative Council. The building is
expected to be completed on the 15th day of
the 8th moon. The cost of the building is
estimated at 120,000 taels.

OFFICIAL APPOINTMENTS.

Taotai Chan Mong Tsang will temporarily
take over the seal of office, on the 11th instant
as Kwangtung Provincial Judge in place of
Wei Ching Tung, transferred to Kwangsi. On
the same day, Taotai Hon Kwok Kwan will
assume charge as Acting Taotai for the
Development of Native Industries *viz* Chan
Mong Tsang.

FOREIGN AFFAIRS.

Taotai Su Yui Chiu, Chief Secretary of
Foreign Affairs to the Canton Viceroyalty, left
here, on the 8th instant for Hongkong on
official business.

THE NEW VICEROY.

A telegram received from the North by the
Canton officials states that the Canton Viceroy-
designate, H.E. Yuan Shu Hsun, has sufficient-
ly recovered from his recent illness, and had,
on the 9th instant, left Chi Nan Fu for Shang-
hai en route for the Southern Capital.

HONAM THEATRE.

The lease of the Honam Theatre has now
expired and the Pan Yu Magistrate has issued a
notification inviting new tenders to be handed
in not later than the 13th inst.

A NEST OF ROBBERIES.

Several cases of robbery have been reported
lately in the district of Shen Tak, where the
bad characters are aided by sampans, or, strictly
speaking, the Cheung Lung boats, in the
West River. Admiral Li Chuo to-day left for
the West River to make an inspection of the
waterways with a view to carrying out neces-
sary reforms in the inland patrol service.

DR. PAULON MEMORIAL
HOSPITAL.

CONDITIONS OF THE TRUST.

It has been decided that the funds collected
for the Dr. Paulon Memorial Hospital shall be
handed over to the Trustees of the Tung Chee
Hospital on the following conditions.

1. That from these funds shall be formed a
special fund to be called the Dr. Paulon
Memorial Fund.
2. That the capital shall not be touched.
3. That the interest only shall be used for the
sole purpose of defraying part of the working
expenses of the Tung Chee Hospital, the same
of which shall be charged into Paulon Hospital.
4. That the capital shall be invested in
Shanghai Municipal 6 per cent. Debentures.
If through unforeseen circumstances it shall be
found advisable to invest the capital in equally
good securities, the decision shall be left to the
discretion of the Trustees of the Paulon Hospital.
5. That in the event of the Paulon Hospital
being abandoned, it shall be left to the discre-
tion of the Trustees of the Paulon Hospital to
assign the interest of the Dr. Paulon Memorial
Fund to some other hospital or kindred institu-
tion in Shanghai on the condition that the name
of the Dr. Paulon Memorial Fund shall be
retained.

ACCUSED OF THEFT.

SOLDIER ACCUSED OF ALLEGED THEFT
OF A BOTTLE OF WHISKY.

Private Stewart, of the R.G.A., was charged
on remand in the Police Court, this afternoon,
with the alleged stealing of a bottle of Napier
Johnstone's whisky belonging to a comrade
in Queen's Road East the other day.

It was stated in evidence that on Sunday
evening last the defendant went into the
shop alone, and looked at the wines and
spirits. Defendant went up to the case
in which the whiskies were kept and took
a bottle. He asked the witness what was the
cost of the whisky. The reply was \$1.70.
Defendant took the bottle and walked out of
the shop without saying a word. A *fort* was
sent after the defendant, and the latter was
asked to "pay for the bottle of whisky."

The magistrate (Mr. Hazeland) asked the
witness whether those were the words he (com-
plainant) used.

The complainant added that defendant did not
pay for the bottle of whisky. He could not say
what else was said as he was inside his shop.
Eventually he went to defendant, and the
latter again refused to pay for the whisky.

His Worship—Did he say anything?
Witness—No. I blew my whistle, and called
a European constable (P.C. Glenning). I
told him what had happened.

In reply to further questions, witness said
that the defendant told the constable that he
had bought the whisky.

Witness, however, denied this statement, and
again asked him for the return of the whisky.

His Worship asked witness whether defend-
ant was drunk or sober.

The reply was: "He had been drinking."
Further evidence was called, and defendant
took the box. He stated that he did not re-
member entering the shop, and also did not
remember taking the whisky.

His Worship said that the prosecution had
not satisfied him that there was felonious in-
tent in the actions of the defendant, and dis-
charged him.

GREAT BRITAIN AND PORTUGAL.

AN INVITATION TO KING MANUEL.

—London, August 4.

Reuter's correspondent at Lisbon announces
that King Manuel has received an invitation
from King Edward to visit England in a few
weeks.—N. G. D. News.

TECHNICAL COLLEGE IN CHINA.

Persons in touch with the Far East cannot
fail to recognize the fact that the Chinese Em-
pire is now passing through a phase of un-
precedented rapid development. One of the
most noticeable symptoms of this change is
the expansion of the railway systems, and in
connection therewith the spread of technical
education. Engineering describes an institu-
tion which may be regarded as one of the
most important centres for the dissemination of
Western science in China—the Engineering and
Mining College at Tai-yuan, which is situat-
ed about 100 miles south-east of Peking, about
midway between Tientsin and Shanhaikwan.
It was here that the Chinese Engineering and
Mining Company first commenced working
the Kaiping coalfield in 1878. The necessity
for communication with Peking to eventual-
ly led to the construction of a railway line as
far as Hsuko-chuang, and this was subse-
quently developed into what is now the Im-
perial Railways of North China. It was in
connection with this line that, in the year 1906,
there was founded the Engineering and Mining
College for the technical education of Chinese
students. Like the railway, this institution is
under Imperial administration (Board of Posts
and Communications) and in accordance with
the educational requirements of the Board of
Education. The staff consists of a presi-
dent (Mr. S. S. Young, M.A.), four Eng-
lish professors in the mechanical engineer-
ing, civil engineering, mining and physical
faculties respectively, two Chinese *literati* for
the collateral native work, and a clerical staff.
A four years' course, continues Engineering, was
prescribed, and about 120 students from var-
ious parts of the country were admitted in the
first place. The attendance has remained
practically steady, the total registered num-
ber being now over 200. The equipment of the
college consists of residential accommodation for
160 students, houses for the foreign and
native staff, dining-hall, and three educational
buildings. It is in the immediate neighbour-
hood of the railway shops, which were trans-
ferred in 1888 from Hsuko-chuang to the present
locality, and are now sufficiently equipped to be
able to manufacture all types of rolling-stock.
The railway station is within easy distance,
and there is good hospital accommodation
near at hand. All technical lectures, adds
Engineering, are delivered in English. The
hours of study are about 36 per week. An in-
spection of the courses will show that an op-
portunity is here afforded for the fullest possible
development of practical engineering in China.
That such chances are not being overlooked is
evidenced by the keen attention of students
and the comparatively high examination re-
sults. A few students have also passed out to
technical manufactures before completing their
courses.

The following notice to mariners, dated the
5th inst., has been issued by the Coast In-
spector's Office of the Imperial Maritime Customs:—
Notice is hereby given that the acceptance
by China of the "International Regulations for
Preventing Collisions at Sea," which came into
operation on the 1st July, 1897, may be held as
having been in regard to Chinese vessels of
foreign type only. Native vessels of native type
do not, for the present, come under the opera-
tions of these Regulations. This Notice ex-
plains "Notice to Mariners, No. 308," in the
wording of which some obscurity has been
found.

INTERPORT CRICKET.

SINGAPORE TO VISIT HONGKONG.

The *Singapore Free Press* of 5th inst. says:—
It is with considerable satisfaction that we are
able to state that the interport cricket matches
will this year be revived though it is perhaps
wrong to speak of revival, since the last match
was played in 1904. In that year a Straits
team went away to Hongkong where it met and
defeated both Shanghai and Hongkong, Barret
and Rees, being the heroes of the two games.
A good many of the eleven which went away
then are still available, though a bowler of
Rees' stamp and a batsman of Barret's are not;
but it is easily found, but it should be possible
to send away a possibly stronger, all round
eleven than went on that occasion. The
arrangements as at present made are that the
team will leave so as to arrive in Hongkong in
time to play a series of matches in the begin-
ning of November. Hongkong and Shanghai
will be met and it is also hoped that an eleven
from Japanese ports will be able to attend. The
local eleven will probably leave by one mail
and come back by the next giving about a fort-
night in Hongkong. Perak and Selangor have
both promised support, but it is possible that
Penang will find it impossible to contribute to
the eleven. It is rather curious to note that
ever since the shocking Bokhara accident, all
these matches have been played in Hong-
kong and on each occasion the Straits' repre-
sentatives have won. It is quite impossible to
form any opinion of possible results this time
as the constitution of the eleven is entirely in
the dark, but the match at Penang next week
should give a useful line, coming after the local
tournament.

Hongkong papers state that Hongkong will
be able to place three teams in the field if
necessary to meet their visitors, so apparently
the northern port has plenty of talent to pick
from.

ALLEGED ILLEGAL
IMMIGRATION.

RECENT INVESTIGATIONS AT SAN FRANCISCO.

The *San Francisco Call* of July 8 says:—
The recent investigation by special agents
from Washington into the enforcement at this
port of the Chinese exclusion act is said to have
revealed the startling fact that while the gate on
the main travelled ocean highway is reasonably
well guarded there is a side entrance wide open
and practically unwatched through which un-
desirable Celestials may be smuggled in by
dozens.

How many have come, in through this un-
guarded portal only the unwelcome immigrants
themselves know. The fact, however, that
Chinese will pay as much as \$500 each for the
rather uncertain chance of being smuggled
ashore from a Pacific Mail liner leads the offi-
cials to believe that many have taken advan-
tage of the opportunities to land open to Chi-
nese members of the crews of the steamers
operated by the Standard Oil Company. Of
these ships, flying the British and German
flags, probably a dozen come regularly to this
port. Each of them carries between 40 and 50
Chinese sailors and firemen.

STANDARD OIL SHIPS.

When a Standard Oil ship arrives the vessel
is boarded by an official of the Chinese bureau
who lists the Asiatics in the crew, taking a
brief description of each man. This descrip-
tion is purely perfunctory and, except where
suspicion is aroused, means little in the way of
a check. Before that ship is given clearance a
watchman from the immigration bureau goes
on board with the list, calls the roll and if the
number of Chinese on board tallies with the list
he so certifies and the ship is allowed to
sail.

Between the taking of the first when the ship
comes in and checking it up before the vessel
is granted clearance the immigration bureau
pays no attention to the ship—and the going
and coming of the Chinese is left to the discre-
tion of the ship's officers.

SYSTEM IS LAX.

As is the case on the big passenger liners,
the ships' officers are personally acquainted
with only a few of the members of the Chinese
crew. All orders are given to a No. 1 man,
of whom there are two in the deck department
and two in the fire room. Apart from these
No. 1 men all others are just Chinese.

This being the case, nobody on board in au-
thority is any wiser if Ah Wing of Typhoon
goes ashore and Hom Sik, who has just sold
out his business in Chinatown, should return
in his place. The No. 1 man in Ah Wing's
division knows the difference, but as the ex-
change may be worth \$50 to him his eyesight
is naturally defective.

If this should happen in a dozen cases on the
same ship all the No. 1 men would be in funds;
12 Chinese who could not have entered the
United States by the regular route are happily
located in the land of the free, and a dozen
Celestials who have made their respective piles
are assured of a free passage home.

THEY ALL LOOK ALIKE.

To the average immigration bureau watch-
man all Chinese look alike, and when the men
from Chinatown answer to the names of the
men from China the white man doing the
checking marks the list O K and the transac-
tion is complete.

With its present force of 14 watchmen the
local officials are powerless to maintain more
effective supervision over the Standard Oil
ships and foreign tramps carrying Chinese
crews. Meanwhile Rockefeller is maintaining,
inobediently no doubt, an open door for the ad-
mission of aliens officially marked by Act of
Congress as undesirable.

RIO GRANDE BORDER.

El Paso, Tex., July 7.—Daniel J. Keefe,
commissioner general of immigration, accom-
panied by F. W. Berkshire, chief inspector for
Texas, reached this city to-day on a tour of in-
spection of the entire Rio Grande border pre-
liminary to establishing more stringent regu-
lations to prevent smuggling of Chinese across
the border from Mexico. It is said that gov-

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

MACAO'S DELIMITATION.

CHINESE COMMISSIONER'S MEMORIAL.

[By courtesy of the "Sheung Po."] Peking, 10th August.

In a memorial to the Central Government, H.E. Kuo Erh Ch'ien, Special Commissioner for the delimitation of the boundaries of Macao, reports that several conferences have been held and that it would be difficult to arrive at a settlement of the question.

CHIHLI VICEROYALTY.

TUAN FANG'S ARRIVAL.

[By courtesy of the "Sheung Po."] Peking, 10th August.

H.E. Tuan Fang, Viceroy of Chihli, arrived at Tientsin on the 9th inst. and forthwith took over the seals of his new office.

Immediately thereafter H.E. Na Tung returned to Peking.

STUDENTS AND POLITICS.

A WISE PROHIBITION.

[By courtesy of the "Sheung Po."] Peking, 10th August.

The Ministry of Education has forbidden students from interfering in politics, and instructions have been despatched to directors of education in all provinces to notify all schools to that effect.

TIENSIN-PUKOU RAILWAY.

SECRET INQUIRY TO BE INSTITUTED.

[By courtesy of the "Sheung Po."] Peking, 10th August.

Upon learning that malpractices obtain in a larger degree in connection with the southern section of the Tientsin-Pukou Railway than in the northern section, H.E. Hsu Shih-chang, president of the Ministry of Posts and Communications, deputed an official to institute secret investigations into the matter.

ANTUNG-MUKDEN RAILWAY.

CENSORSHIP EXERCISED.

[By courtesy of the "Sheung Po."] Peking, 10th August.

A decree has been issued prohibiting the newspapers from making references to affairs in the Three Eastern Provinces between Japan and China.

It is reported that this action was prompted by a certain country.

A SHANGHAI TRAGEDY.

SHIPPING CLERK'S SUICIDE.

A painful tragedy took place yesterday morning on the south bank of the Soochow Creek at Jussfield, reports the N. C. D. News of 5th inst. About 10.30 o'clock some coolies working near the creek close to Ichang Road heard a shot fired and looking up they saw a foreigner falling down on the bank. Another foreigner working in a mill some distance away heard the shot and the Chinese drew his attention to the spot where they had seen the man fall. The police at Bubbling Well Station were informed and a doctor was called but the man had died from a bullet wound in the head near the right temple. A five-chamber short revolver, calibre 32, was found near the body. It was loaded in all five chambers, but only one cartridge had been discharged. The Paoan Police kept the body until the Water Police under Inspector Mellows brought it into the Mortuary in Ferson Road. Papers on the deceased showed him to be Mr. A. Oppenheim, a German subject and chief shipping clerk to the Standard Oil Co. Deceased was about thirty-five years of age and he had been in the employ of the Standard Oil Co. for about eight years. Mr. Oppenheim-Gerard had been much worried recently concerning the grounding of the steamer Hudson and also about the outbreak of cholera. He was of a very nervous disposition. The German authorities have been notified.

YOKOHAMA ENGINEERING AND IRON WORKS.

NO DIVIDEND DECLARED.

The 22nd annual general meeting of the Yokohama Engineering and Iron Works, Ltd., was held at 4 p.m. on Thursday at the office of the Co. 151, Crossroad, Yokohama, when Mr. B. C. Howard presided. We learn from the Japan Mail that the chairman, in submitting the report and accounts to the meeting, said in part:—Since the reorganisation of the company we have expended up to May, 31st this year on buildings, plant and machinery a total sum of ¥240,273.77 and have written off during the same period ¥49,495.27 for depreciation. The works are now completed, and as there will be no further outlay for buildings or equipment, we hope we may at our next annual meeting present you with a more cheerful report than this. We have now an up-to-date engineering and boilerworks plant and can accept work which a couple of years ago we could not touch. With reference to ¥250,000 standing to the credit of reserve account, I think that it is as well to point out that this is not a cash reserve, but has been written off from time to time, as a provision for the contingencies arising from the reconstruction of a great portion of the works. We propose to have our property revalued shortly, when this reserve will be dealt with as may be found necessary. You will note from the accounts that our gross earnings are about ¥90,000 less than they were last year. This, however, is only to be expected, taking into consideration the depressed condition of business generally, and until an improvement in this respect takes place, present appearances indicate the work will continue light for some little time to come. Under the present conditions the directors do not consider it advisable to declare a dividend and I therefore have to recommend that the report and accounts be passed, and the balance of ¥19,834.33 be carried forward to next account. (Hear, hear).

The accounts showed that the net profit for the year (including the sum of ¥29,421.19 brought forward from 31st May, 1908), after payment of an interim dividend of ¥10,500 in January last and providing for depreciation of buildings and machinery and payment of directors' and auditors' fees, amounted to ¥30,834.33, which the directors recommended should be carried forward. They were unanimously adopted. Messrs. C. B. Bernard and C. K. Marshall Martin were the two directors retiring by rotation but as they were eligible for re-election they were proposed by Mr. Treize, seconded by Mr. F. Calberg, and elected. Messrs. W. D. S. Edwards and M. D. Currie, who have been acting as auditors since the last meeting of the shareholders (vice F. J. Hall and N. Y. Showler resigned), were re-elected for the ensuing year on the proposal of the chairman, seconded by Mr. N. F. Smith. Prior to the closing of the meeting Mr. L. J. Healing made a few remarks about the conditions of the company and its future plans. "There is no doubt," he said, "that trade has been in a very depressed state and that accounts for the fact that we are to have no dividend for this half of the year. My impression is that the future policy of the Company should be to establish our work over a wide field, and I am convinced that we shall thus be assured of satisfactory results." The Chairman responding, said that the directors would lose no opportunity in the interests of the Company and the shareholders might feel quite satisfied that they were being well represented.

RUBBER AND TIN COMPANIES.

MANAGERS' REPORTS ON MONTHLY OUTPUTS.

Messrs. F. M. Barker and Co. inform us that the output of dry rubber from the Nordaaf Estate of the Singapore and Johore Rubber Co., Ltd., for the month of July, was 4,900 lbs, making a total for the current year of 16,774 lbs.

Messrs. F. W. Barker and Co., the local agents for the Leabury Rubber Estates, Ltd., inform us the manager reports the rubber crop harvested during the month of July was 6,080 lbs. dry. For the corresponding month of last year it was 1,797 lbs. dry. The total for the first seven months of 1909 is 30,610 lbs. dry, and the total for the corresponding period last year was 13,170 lbs. dry.

Messrs. F. W. Barker and Co., the local agents for the Lanadon Rubber Estates, Ltd., write to the effect that the manager reports the rubber crop harvested during the month of July was 30,219 lbs. dry. For the corresponding month of last year it was 16,576 lbs. dry. The total for the first seven months of 1909 is 131,472 lbs. dry, and the total for the corresponding period last year was 93,485 lbs. dry.

The manager of the Balgownie Rubber Estates, Ltd., reports that the rubber crop harvested during the month of June was 5,263 lbs, estimated, dry. For the corresponding month of last year it was 3,179 lbs. dry. The total for the first four months of the year 1909/10 is 14,591 lbs, estimated, dry, and the total for the corresponding period last year was 11,136 lbs. dry.

Messrs. Guthrie and Co., as agents for the Linggi Plantations, Ltd., inform us that they have received cable advice from the general manager of the plantations, that the total amount of dry rubber harvested on the whole of the company's estates during the past month was 48,000 lbs, making the total for the seven months of this year 281,000 lbs. The figures for the corresponding month of last year were 26,000 lbs. and for the corresponding seven months 132,000 lbs. The net revenue derived from tin mining on Kamuning Estate during last month was \$5,500.

The total quantity of tin ore exported by the tributaries on the land of the Royal Johore Tin Mining Co. Ltd., during the month of July, was 133 bags, or 200 piculs.—*Strait Times.*

RAUB.

A REALLY GOLD MINE.

The only lode mine now being worked in the Federated Malay States is that belonging to the Raub Australian Gold Mining Company.

The following shows the figures of the tons crushed and gold obtained at the Raub Australian Gold Mine in Pahang during the year:

Tons crushed.	Ounces.
1908	77,257 14,653
1907	79,821 12,864
Increase	6,436 1,789

The past depressing outlook for the mine has now changed for the better under energetic management. The once despised Bukit Koman lode is gradually improving as it is developed. No sinking was done on this lode below the 550 feet level, and further exploitation in depth will be awaited with interest. Stope, once condemned and closed down, has developed well and justified the sinking of a new shaft to be called "Anderson's," and no better compliment could be paid to that gentleman for the courage and pluck he has displayed in sticking to his opinion against adverse reports, that "The Raub"—as it is known—is really a gold mine.—*Mr. Dykes' report.*

RUBBER.

The following interesting article is from the London & China Express of July 16:

To those of our readers who have been following the subject of rubber the present extraordinary phenomena, to be witnessed alike in the rubber market and the rubber share market, will not have come as a surprise. Many foresaw the almost certain recovery in the price of the raw material when the disturbance caused by the American crisis in the autumn of 1907 had passed away, and were confident of the prospects of companies that were planting in what is known as the Middle East; but few, we think, thought that it would reach the heights that have been attained, and that do not appear to have as yet reached their zenith. Plantation rubber has had nothing to do with the records that are made almost daily in the price of the prime article; but producing companies have profited by the quotations. The high prices are caused almost entirely by the great activity in trade in America, causing an actual, short supply, much in the same way as the abnormally low prices of eighteen months ago were brought about by the then financial crisis. The price is healthy in so far that it has not been the outcome of manipulation or cornering of supplies or over-speculation. It is genuine demand that has forced up prices to figures that seem likely to prevail for at all events the current year. Manufacturers, actual users of the material, would scarcely venture on contracts far ahead at high prices if they could see any chance of a probable fall. Some users may indeed be congratulating themselves that they were able to make contracts a few months ago extending into some cases, we have been informed, into the spring of 1911. The statistical position is most favourable to the grower; it must indeed be so when such words as a "veritable rubber famine," and prices much above the present rates are spoken of in responsible quarters. The fact is that consumption of rubber at the moment is ahead of production, and this condition of things is likely to continue for some time. It is by no means unlikely that the sensational prices of the last few weeks may be exceeded, though of course this sort of thing cannot go on for ever. At such prices, rubber will only be used where absolutely nothing else is usable, whilst in other directions substitutes for the time being, or a lessening manufacture, will be resorted to. A prolonged high-price must check demand, though as far as plantation rubber is concerned it is still a payable and paying proposition at less than half current rates.

It is feasible to look, under existing circumstances, whether the high price will stimulate production. Plantation rubber takes five to six years to produce, and even some years hence, say, about 1913, will probably amount to, roughly, 30,000 tons. This must be taken as a forecast only. Allowing for normal increase in consumption, this would about make up for the required increase in production. Other sources of supply—West Africa, etc.—do not seem to increase, and there remains only Brazil, the home of Para, to consider. In 1908 it produced 38,000 tons out of a total production of 75,000 tons. It is gathered from the wild state, and, unlike the Middle East, you have not to wait whilst the tree grows up from a seedling. Can that supply be increased? There is enough money now in the article to finance it if it can be. As was pointed out by the chairman of a well-known company a few days ago, some people maintain that the present quotation of five hundred Para must stimulate production, "but those who are calculating on a large crop from Brazil are, I think, forgetting the labour difficulties, and if, for instance, only the same amount of labour be obtainable as usual, the high range of prices now ruling may tend towards a small crop rather than a large one, as the pickers will earn their money in a shorter time, and will probably collect less rubber, and will remain in the forests for a shorter time." We may indeed see something of the same phenomenon that has been witnessed in regard to tin in the Malay Peninsula a few years ago. At a high rate the coolie was content to work shorter hours and consequently produce less tin, though his pay came out equal or better. Labour in Brazil may be similarly constituted, and thus high prices lead to less, rather than increased, production. Ultimately it is certain that prices must come to a level that will be a question of who can produce most economically. It is generally acknowledged that wild rubber costs 2s 6d to 3s. per lb to bring to market. At that figure plantation rubber can be sold to produce a handsome profit though it may not then be possible to maintain the high dividends declared for 1908, or the sensational announcements to be made next year. But the returns should be sufficient to satisfy all who have taken an interest in rubber at fair prices in companies that are not over-capitalized.

Today's Advertisement.

CANTON-KOWLOON RAILWAY. IMPERIAL CHINESE SECTION.

TO BALLAST CONTRACTORS.

TENDERS are invited for the supply at Loh (Sam Chun) of 3,000 fongs (100 English c. ft. each fong) of Rubble Stone and of 3,000 fongs of Broken Stone under the following conditions and specification.

QUALITY OF STONE.—To be hard and clean. Sample to be submitted with tender. No stone will be paid for not strictly to sample.

RUBBLE.—No piece to exceed 10 in. x 10 in.

BROKEN STONE.—To pass through 2½ in. ring.

CONTRACT.—To be completed within six months of signing.

DEPOSIT.—30% of value of contract to be deposited in cash as security.

PLACE.—Stone to be stacked within 500 ft. of river bank at Railway crossing, Loh.

PAYMENT.—To be monthly and by measurement.

CONTRACT FORM.—To be the Railway standard. The undersigned does not bind himself to accept the lowest or any tender, which should be delivered before August 31st, 1909.

FRANK GROVE,

Engineer-in-Chief,

Canton.

Hongkong, 11th August, 1909. [584]

THE OSAKA DISASTER.

TWENTY THOUSAND HOUSES DESTROYED.

The following details of the great fire at Osaka were published as an extra by the Japan Chronicle on August 2.

The fire which broke out early on Friday morning in Osaka in a small house in the North Ward led to a huge conflagration which is appalling in its immensity. The magnitude of the disaster is such that it is impossible to form more than an approximate estimate of the damage done, but from the following particulars it will be possible to form some idea of the immense damage wrought by the flames. The fire burnt a path through the city 2½ miles long, and in places half a mile wide, beginning at the rear of the Mint, and ending at Fukushima, on the south-west border of the city. About 20,000 houses have been destroyed, including many official buildings, and the damage is estimated to exceed ¥20,000,000.

The report that the man in whose house the fire started had committed suicide on seeing what an awful calamity it had led to is unfounded.

The loss of life in the fire was very small, although no official figures are yet obtainable. A large number of firemen and soldiers were injured in fighting the flames.

The distress of the unfortunate people—especially the poorer classes—is great, and the Osaka municipal authorities have taken steps to distribute boiled rice to the refugees. To provide those in need of food with one meal about 2½ bushels of rice are boiled.

PRINCIPAL BUILDINGS DESTROYED.

Osaka Law Courts.
Temma Post-office.
Oimatsu Theatre.
Oimatsu Shrine.
North Ward Office.
North Police Station.
Onatsu Tenjin Shrine.
Kwaishi Hospital.
Dojima Rice Exchange.
Osaka Nipposhu.

Kishihama Bank (Dojima branch).
Fukuyama Theatre.
Japan Savings Bank (Dojima branch).
Higher Commercial School.
Governor's official residence.

Dojima Higher Elementary School for Girls (partially destroyed).
Gohyaku-rakan Temple.
Nippon Cotton Spinning Company's operatives' quarters.

Commercial Museum.
Four elementary schools.

LOSSES OF THE INSURANCE OFFICES.

The losses of the fire-insurance offices are of course not yet accurately ascertained, but the total amount of property insured in the area destroyed by the fire is roughly as follows:—

Nippon Fire	¥2,000,000
Tokio Fire	2,000,000
Meiji Fire	1,000,000
Yokohama Fire	700,000
Kyodo Fire	500,000
Kobe Marine and Fire	500,000
Osaka Fire	300,000

Total

¥7,500,000

The loss of each company is estimated as follows:—

Nippon Fire	¥1,300,000
Tokio Fire	1,000,000
Meiji Fire	700,000
Yokohama Fire	300,000
Kyodo Fire	400,000
Kobe Marine and Fire	400,000
Osaka Fire	150,000

The Hakodate fire raged 22 hours and the houses destroyed numbered 12,000. The present fire in Osaka raged for 25 hours and did considerably more damage, so that the loss of the insurance offices must be much larger.

The whole of the Osaka Army Division as well as the reinforcements of Engineering companies from other centres, were occupied in combating the flames. They were mostly occupied in breaking down houses in the path of the fire. This was done by hand tools, the suggestion of the military authorities, to use dynamite not being agreed to by the Governor of Osaka. The opinion was also expressed that if the Nishi-Tomura Primary School, an extensive building, in the rear of which a score of sake godowns stood, had been broken down before the flames had reached it, the further progress of the fire would have been arrested. The Mayor of Osaka announced his inability to give the desired permission. The fire reached the building, destroyed the sake godowns, as already reported, and thus gained an enormous impetus. This was early on Saturday afternoon. The fire raged for fourteen hours after this and destroyed about six or seven times as much after this time as it had before.

Today's Advertisements.

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEHORN, and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through Rates to PERSIAN GULF and BAQDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA," Captain Belsito, will be despatched as above TO-MORROW, the 12th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 11th August, 1909. [16]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"GREGORY APCAR,"

Capt. S. H. Belsito, will be despatched for the above Ports on TUESDAY, the 17th inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 11th August, 1909. [585]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"AUSTRALIEN,"

Captain —, will be despatched for the above Ports on or about WEDNESDAY, the 18th inst., at 3 P.M.

For Freight or Passage, apply to

E. DE CHAMPMORIN, Agent.

Hongkong, 11th August, 1909. [9]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING,"

Captain A. E. Gentles, will be despatched for the above Ports on THURSDAY, the 19th inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 11th August, 1909. [585]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BORNEO."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 17th August, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative—at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 11th August, 1909. [14]

PASTEURIZED AMSTEL

PILSENER BEER.

SPECIALLY MOST

PASTEURIZED PALATABLE,

FOR USE IN REFRESHING

TROPICAL AND

COUNTRIES. WHOLESOME.

Sole Agents:

H. PRICE & CO., LD.

WINE, SPIRIT AND CIGAR MERCHANTS,

12, Queen's Road Central.

Hongkong, 11th August, 1909. [179]

Intimations.

THE DAIRY FARM Co., LIMITED.

Choice Australian

RABBITS

75 cents each

HARES

\$1.50 each.

Hongkong, 17th July, 1909. [380]

PILSENER

"ASAHI" AND

"SAPPORO" BEER.

LIGHT AND REFRESHING

SUMMER BEVERAGE.

OBTAINABLE AT—

Messrs. CALDBECK MCGREGOR & CO.

H. PRICE & CO.

A. S. WATSON & Co., LTD.

VICTORIA DISPENSARY.

WATKINS, LTD.

FRENCH STORE.

KOWLOON DISPENSARY

AND

EVERYWHERE.

SOLE AGENTS:

THE MITSUI BUSSAN KAISHA.

[471]

HONGKONG ICE COMPANY, LIMITED.

It is hereby notified that on and after the 19th current, the selling price of ICE will be increased to ONE CENT per pound.

JARDINE, MATHESON & Co., LTD.,

General Managers,

HONGKONG ICE Co., LTD.

Hongkong, 12th July, 1909. [532]



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" SATURDAY, AUG. 14TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 10TH.
"EMPRESS OF CHINA" SATURDAY, SEPT. 4TH.	"ALLAN LINE" FRIDAY, OCT. 1ST.
"MONTEAGLE" SATURDAY, SEPT. 18TH.	
"EMPRESS OF INDIA" SATURDAY, SEPT. 19TH.	"EMPRESS OF IRELAND" FRIDAY, OCT. 22ND.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed, 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port \$43.

Via New York \$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
Kobe & Moji	HINSANG	THURSDAY, 12th Aug., 3 P.M.
Moji	CHUNSAO	FRIDAY, 13th Aug., 4 P.M.
Manila	YUENSANG	FRIDAY, 13th Aug., 4 P.M.
Shanghai	KWONGSANG	SATURDAY, 14th Aug., 4 P.M.
Manila	LOONGSANG	FRIDAY, 20th Aug., 4 P.M.
Shanghai, Yokohama, Kobe	FOOKSANG	TUESDAY, 24th Aug., Noon.
Moji		
Singapore, Penang & Ooloota	KUTSANG	TUESDAY, 31st Aug., 3 P.M.

RETURN TOURS TO JAPAN (Occupying 14 Days).

The steamers Keelung, Namang and Fookang leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Koda, Labad, Dava, Simporia, Tawao, Unkan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., Telephone No. 67, Hongkong, 10th August, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
Shanghai & Chinkiang	"KALGAN"	12th Aug., 4 P.M.
Swatow, Weihaiwei & Tientsin	"KUEIKOW"	12th Aug., 4 P.M.
Shanghai	"ANHUI"	12th Aug., 4 P.M.
Hoihow, Pakhoi & Haiphong	"SINGAN"	13th Aug., 9 A.M.
Samarang & Sourabaya	"SHANTUNG"	14th Aug., 4 P.M.
Shanghai	"LIAN"	15th Aug., Daylight.
Manila	"TEAN"	17th Aug., 3 P.M.
Manila, Zamboanga and Usual	"CHANGSUA"	19th Aug., 4 P.M.
Australian Ports		
Shanghai	"CHINHUA"	19th Aug., 4 P.M.
Shanghai	"CHENAN"	22nd Aug., Daylight.
Manila	"TAMING"	24th Aug., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmannian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

SHANGHAI LINE.

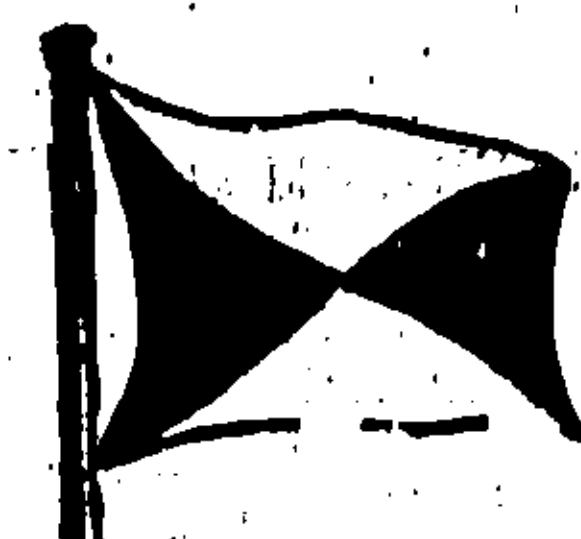
FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chonan, Lian, Chinkiang), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage Apply to BUTTERFIELD & SWIRE, Agents.

Telephone No. 35, Hongkong, 11th August, 1909.



HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

Steamship	Tons	Captain	For	Sailing Dates
LATIRO	2540	R. Rodger	MANILA	SATURDAY, 14th Aug., at Noon
RUBI	2540	R. W. Almond	"	SATURDAY, 21st Aug., at Noon

For Freight or Passage, apply to SHEWAN TOMES & CO. GENERAL MANAGERS.

11th August, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	5,000 tons gross	Sail 30th Aug., 1909, at Noon.
S.S. HONGKONG MARU	5,000 "	" 26th Oct., 1909, at Noon.
S.S. MANSHU MARU	5,000 "	" 10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 29th July, 1909.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU and YOKO.	"SEATTLE MARU"	6,178	SATURDAY, 28th Aug.
HAMA			

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOY and FOCHOW.	"BUJUN MARU" Captain Y. Fusho	THURSDAY, 12th August, at 10 A.M.
TAMSAI via SWATOW and AMOY.	"DAIOI MARU" H. Murayama	SUNDAY, 15th August, at 10 A.M.
ANPING via SWATOW and AMOY.	"SOSHU MARU" Captain T. Sugi	WEDNESDAY, 18th Aug., at 11 A.M.

A special reduction of 20% on 1st and 2nd Class Fare to Fochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOHSHU MARU" and "BUJUN MARU"—First class cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 10th August, 1909.



NIPPON YUSEN KAISHA.

(THE JAPAN MAIL-STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	AWA MARU, Capt. A. Keith, Tons 6500	(WEDNESDAY, 18th Aug., at Daylight.
VICTORIA, B.C. & SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, KAIICHI, SHIMIDZU and YOKOHAMA.	TAMBA MARU, Capt. O. H. Butler, Tons 6500	(WEDNESDAY, 1st Sept., at Daylight.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	KAGA MARU, Capt. M. Hagino, Tons 6500	(TUESDAY, 17th Aug., at 4 P.M.
Kobe and YOKOHAMA	SHIVANO MARU, Capt. K. Kikawa, Tons 6500	(TUESDAY, 14th Sept., at 4 P.M.
Kobe and YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	(FRIDAY, 3rd Sept., at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6500	(FRIDAY, 1st Oct., at Noon.
YOKOHAMA	KANAGAWA MARU, Capt. J. Nagao, Tons 6500	(FRIDAY, 20th Aug., at 5 P.M.
YOKOHAMA	MIYASAKI MARU, Capt. T. Murai, Tons 9000	(FRIDAY, 27th Aug., at 5 P.M.
YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6500	(WEDNESDAY, 1st Sept., at Noon.
Shanghai and KOBE	YEBUSHI MARU, Capt. B. Koo, Tons 4500	(THURSDAY, 12th Aug., at Noon.
BOMBAY, via SINGAPORE and COLOMBO.	BOMBAY MARU, Capt. W. A. Evans, Tons 5000	(FRIDAY, 20th Aug., at Noon.

† Cargo only.

† Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Mishima Maru	(Capt. A. E. Moses)	About Wednesday, 25th August.
Atsuta Maru	(Capt. W. Thompson)	About Wednesday, 22nd September.
Miyasaki Maru	(Capt. T. Murai)	About Wednesday, 20th October.
Kitano Maru	(Capt. F. E. Cope)	About Wednesday, 17th November.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS

BEYWEEN HONGKONG and JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

YOKOHAMA RETURN: KOBE RETURN: MOJI RETURN: NAGASAKI RETURN.

1st Class	\$120	\$100	\$80	\$60
2nd "	\$80	\$70	\$60	\$50

Option of call between calling ports in Japan.

For further particulars, apply to T. KUSUMOTO, Manager.

11th August, 1909.

Shipping—Steamer.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"CALEDONIA"

Captain W. Hayward, carrying His Majesty's Mails, will be despatched from this port on SATURDAY, the 21st August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Mongolia, 10,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. Caledonia, due in London on 3rd October, 1909.

Parcels will be received at this Office until 5 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 7th August, 1909.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT TO SAN FRANCISCO, without any call en route thus affording a fast regular cargo service from China and Japan to San Francisco.

THE Steamship

"AMIRAL DUPERRÉ"

expected to arrive on or about the 19th August.

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 27th July, 1909.

"INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAWADI"

Captain W. Gray Williams, will be despatched as above about 21st August.

For Freight, apply to JARDINE, MATHESON & CO., LD., Agents.

Hongkong, 21st July, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"CARMARTHENSIRE"

Captain Daniel, will be despatched as above on or about 25th August.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics, being fitted with refrigerating machinery, and electric fans in State-rooms, Dining and Steward's rooms.

FARE TO LONDON, £35.

For further Particulars, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 2nd August, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND LEITH.

THE Steamship

"CARNARVONSHIRE"

Captain Ingram, will be despatched as above about 25th instant.

For Freight, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 2nd August, 1909.

STEAM TO CANTON

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. E. W. Walker.

"KWONG SAI" Capt. E. S. Grows.

Leave Hongkong for Canton at 9 every evening, (Sunday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey, \$4.

Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 26th April, 1909.

Shipping—Steamers.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK (With liberty to call at the Malabar Coast).

THE Steamship

"WELSH PRINCE"

will be despatched for the above Ports on SATURDAY, the 14th August, 1909.

For Freight and Passage, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 23rd July, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM"

Captain St. John George, will be despatched as above on MONDAY, the 23rd inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 6th August, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
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Agmeric	4,363	J. Boyd	26th Aug.
Swerve	6,232	S. Shotton	23rd Sept.
Oceanic	4,657	F. W. Davies	21st Oct.
Kwmeric	6,232	J. Mathie	18th Nov.

* These steamers are specially fitted for the carriage of Asiatic Storage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 9th August, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK: S.S. "LENNOX" On or about 10th Sept.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 31st July, 1909.

Intimations.

D. NOMA, PROFESSIONAL TATTOOER AND THE EXPERT REMOVER OF TATTOO MARKS.

